



CHE PERFORMANCE PRODUCTS INSTALLATION INSTRUCTIONS

DOUBLE ADJUSTABLE UPPER CONTROL ARM SET PART # CHE2V

2003-2004 Mercury Marauder
2003-Present Ford Crown Victoria

Kit Contents:

- 2ea. Rear Upper Control Arms
- 1ea. Assembly Lube Vial
- 1ea. Applicator Brush

WARNING!!: If you lack the necessary skill, tools, or equipment to safely complete this installation, have the component installed by a mechanic with the proper equipment and expertise.

Thoroughly read and understand these installation instructions before beginning the installation. If there is any doubt regarding the procedure, please contact CHE Performance prior to attempting installation

NOTE: Only remove one control arm at a time. Removing more than one control arm from the vehicle at the same time may cause damage to the vehicle and/or personal injury.

Step 1. Raise the Vehicle

WARNING: The electrical power to the air suspension system must be turned off prior to hoisting, jacking or towing an air suspension vehicle. Failure to do so can result in unexpected inflation or deflation of the air springs, which can result in shifting of the vehicle during these operations. Turn the air suspension service switch off

With the front wheels properly blocked; raise the rear end of the vehicle as high as safely possible. Place jack stands on a solid area under the frame of the car, not the rear end. Remove the wheels at this time.

Step 2. Raise Rear Axle

Using a floor jack under the center section of the rear end, raise the rear axle of the vehicle until it is near ride height. Do not raise the rear axle of the vehicle so high that the vehicle is no longer supported by the jackstands on the frame of the car.

Step 3. Support Rear Axle

Place jack stands securely under the axle for support.

Control arm length adjustment

Note that the upper control arms are shipped set up to factory upper control arm length. If no adjustment is needed, you should verify that the jam nuts are still fully tightened to ensure that they have not loosened during the installation process.

If control arm adjustment is required, it should be performed after both control arms are installed on the vehicle.

To adjust control arm length:

- a. Mark the starting location of both of the double adjusters to assist with ensuring that both control arms are equally adjusted. Either place a piece of tape, or use a permanent or paint marker on the bottom side of the adjuster to use as a reference for when a full revolution of the adjuster has been completed. Note that each full revolution of the adjuster will change the length of the control arm by 1/8".
- b. Loosen both jam nuts on each upper control arm
- c. Turn the center double adjuster as required to either shorten the control arm (raise the pinion flange up) or lengthen the control arm (drop the pinion flange down).
- d. It is recommended to make adjustments at no more than single full turns at a time ensuring that both driver and passenger sides have been adjusted evenly before proceeding with further adjustment. This will eliminate binding of the suspension during adjustment.
- e. Once final adjustment has been completed, place a small amount of Loc-Tite on the threads and fully tighten the jam nuts.

Step 4. Remove Upper Control Arm



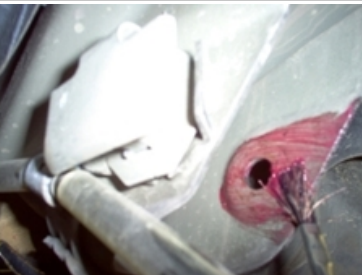
Take caution that the control arm does not swing down or that the flag nut does not rotate causing vehicle damage or bodily injury when the bolts are loosened.

REMOVE THE CONTROL ARM FROM ONE SIDE OF THE VEHICLE AT A TIME ONLY!



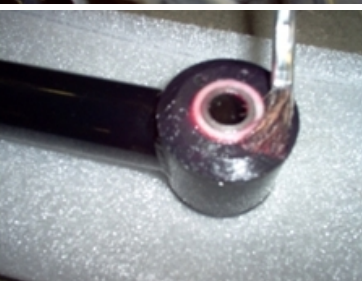
- A. Using an 18mm wrench or socket, remove the chassis side bolt from the upper control arm. Retain the bolt and flag nut for re-use with the new control arms.
- B. Using a 15mm wrench or socket, remove the axle side bolt from the upper control arm. Retain the bolt and flag nut for re-use with the new control arms.

Step 5. Clean & inspect mounting points



Fully inspect all mounting points and remove any debris. Apply a light coating of the supplied synthetic grease to all surfaces that will be in contact with the bushings. At this time, also coat the outside of the bushings themselves with the same supplied grease

- 5a. Clean, inspect, and Lube mounting points



- 5b. Lubricate Bushing Faces

Step 6. Install Upper Control Arm



The arms are set at stock length. Do not adjust the length of the control arms until installation of both sides has been completed. Install the new upper control arm on the vehicle. Install the bolt and flag nut in the chassis side first (larger diameter bolt), followed by the bolt and flag nut in the axle side (smaller diameter bolt). Because the axle may have shifted slightly during removal of the control arm, the axle may need to be repositioned. A jack placed under the pinion flange of the rear axle may be used to properly align the bolt holes.

Step 7. Torque Upper Control Arm Bolts

Unlike the factory bushings, the bushings in the new control arms are free to rotate around the mounting bolt, allowing the bolts to be fully torqued without the vehicle at ride height. Torque the larger chassis side upper control arm mounting bolt to 111 lb-ft. Torque the smaller axle side upper control arm mounting bolt to 69 lb-ft.

Step 8. Install remaining control arm



Install the upper control arm on the second side of the vehicle following steps 4 through 7.

Step 9. Inspect Installation

Fully inspect the installation ensuring that the suspension is free to travel and that all fasteners have been properly installed and torqued. At this time, you can adjust the length of the control arms using the notes on the following page as a guide.

Step 10. Lower vehicle

Lower the vehicle and perform a road test.

Questions, Comments, Suggestions?

If you have any questions, comments, or suggestions regarding these instructions or product, please do not hesitate to contact us immediately. Thank you, and enjoy your new CHE Performance Product.

Technical Support/Contact Information

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